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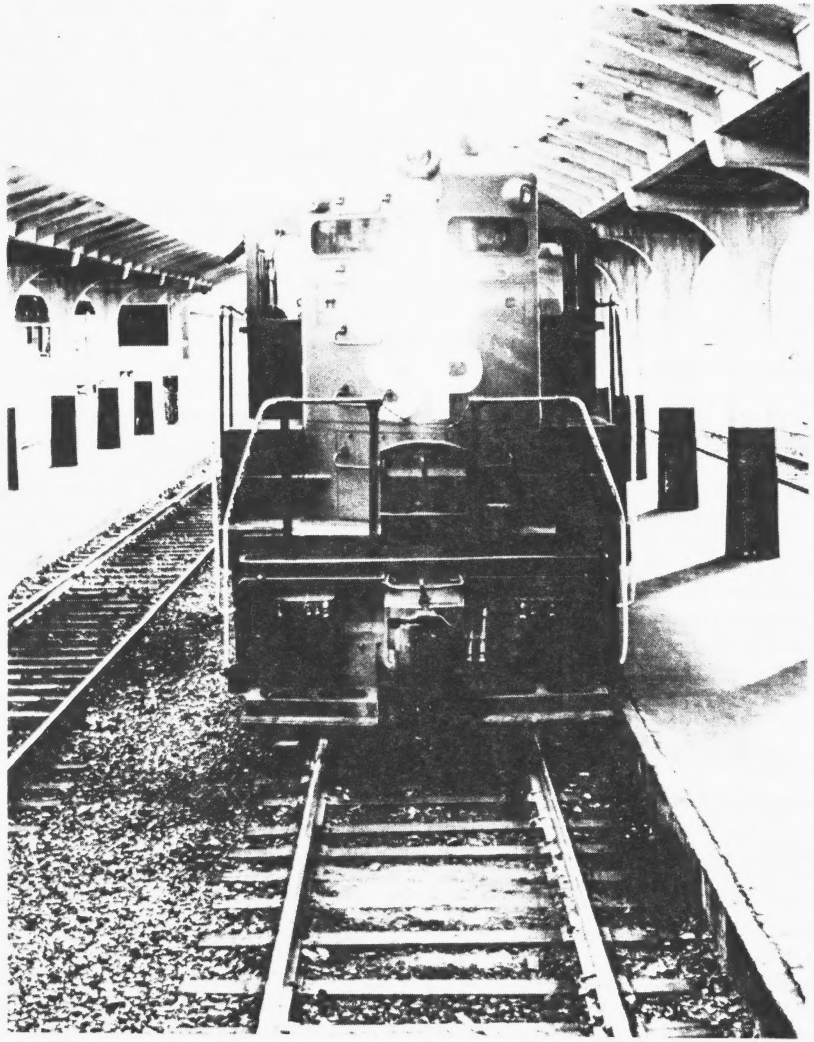

Non-Amtrak Trains of SP

Express Ads

YOUR AMTRAK TICKETS BY MAIL! A call is all it takes for complete planning, reservations and tickets. Call GREAT WESTERN TOURS at (415) 398-2994, or write us at the Sheraton Palace Hotel, 639 Market St., San Francisco 94105. "An AMTRAK appointed agency dedicated to the pleasure of travel by train."

SURF SPECIAL RUNS AGAIN. 360 miles of travel on Espee's Coast Line by special train will be featured when Pacific Railroad Society operates their fourth annual excursion to Surf from Los Angeles, on May 19, and also May 20th. Special train will have 18 cars each day including coaches, snack car, diner, lounge and private pullman cars. Leaves LAUPT 7:30 am each day, returning at 8:30 pm. Fare $22.75 coach; $32.75 first class. Brochure and reservations are available from Pacific Railroad Society, Box 633, Costa Mesa, CA 92627.

WANTED: Gulf, Mobile & Ohio; Alton; Mobile and Ohio; and Gulf, Mobile and Northern public timetables. Jack Ferry, 10041 S. Prairie Avenue, Chicago, Illinois 60628.

ADVERTISING RATES FOR RAIL TRAVEL NEWSLETTER: Express ads (80 characters and spaces per line)--up to three lines for $1.00 (minimum); additional lines 35¢ each, 3 for $1.00. Count typewriter spaces to gauge line length and send your ad copy with remittance to Message Media, Box 9007, Berkeley CA 94709. You'll be surprised how soon your ad gets out and how fast the responses come in. (Display ads: full page $10 (5x8 inches), half page $6, quarter page $3.50 for camera-ready copy.)

SUBSCRIBE TO THIS NEWSLETTER. Just six dollars per year for 24 twice-monthly issues by first class mail. Write now to Message Media, Dept. RTN, Box 9007, Berkeley, California 94709 USA. Sample copy 25¢.

ON THE COVER: A pair of Southern Pacific Geeps backs slowly toward the waiting six-car consist of SP train 122 at San Francisco on Friday, April 13, preparing for the 4:15pm departure of the commute train to San Jose. See the article on SP's commute line beginning on page 8. Photo by Message Media.

DON'T MISS the next issue of Rail Travel Newsletter--in which we honor the second anniversary of the beginning of Amtrak operations.

LETTERS

Paul Rayton's letter (RTN, last issue) objecting to recent fare increases used a very unfair example. Amtrak requires 1½ fares for single occupancy of a bedroom. Before Amtrak it was only necessary to pay a single fare. However, a bedroom is designed to be occupied by at least two persons who would, assuming family plan, now pay, at least, 1 2/3 fares. If a bedroom is sold for 1½ fares, the potential loss of revenue is still 1/6 fare or more. Yet, if the same space were sold for one fare, the potential loss of revenue is 2/3 fares or more. For this reason, I feel Amtrak should charge more than a single fare for single occupancy of a bedroom. Incidentally, I believe the (current) fare used in the example by Paul Rayton should be $229.55, not $227.55.

Last Feb. 19 I rode the TEXAS CHIEF from Ft. Worth to Temple and then from Temple to Chicago. The train seemed to do a fair business for that time of year. There were times when most of the seats in the two Hi-Level coaches were filled. I do not believe the figure of five passengers for the average TEXAS CHIEF eastbound for the month of February (see last issue) is anywhere near correct.

Harry Spilman

Glendale, California

It is our understanding that the Dept. of Transportation announced on March 15 that certain Amtrak trains be eliminated after July 1. Among these trains is the FLORIDIAN, a Chicago to Tampa/St. Petersburg, and Miami train.

The FLORIDIAN currently operates in our area from Bainbridge thru Thomasville, Valdosta, Waycross, Georgia on to Jacksonville, Florida, before proceeding further south. Many of us have been hopeful for some time that Amtrak would consider routing the train from Bainbridge to Tallahassee, and on to Live Oak, Lake City and Jacksonville. Right-of-way in very good condition exists for this routing.

We would like to plead with Amtrak to consider the Tallahassee routing before discontinuing the train altogether. We believe that considerably more revenue would be taken in if this routing were chosen. This would also give the people in this area of North Florida a convenient rail service to the North, and to South Florida.

Irvin Lipscomb, President
Tallahassee Railfans Club

Tallahassee, Florida

Vermont is very much interested in the passenger train at this time. The MONTREALER/WASHINGTONIAN is doing very well, we are told, and Amtrak is proceeding with opening up all six Vermont stations (St. Albans, Essex Junction, and White River Junction are opened) and Brattleboro, Montpelier, Bellows Falls are to be "fixed up" or restored. The White River Junction station is particularly well restored, and--a rarity--well signaled with signs from the major intersections to the "railroad station." Of interest, the White River Junction was fixed up by Vermont Association of Railroad Passengers volunteers at about $1000 of foundation funds and much volunteer time and sweat, allowing Amtrak to commit these costs elsewhere. We have Amtrak's toll-free, 24-hr-a-day information line and this has been a help for the state. The horrible on-time record for the MONTREALER/WASHINGTONIAN is getting better, as is the B&M track, which will be partially upgraded this spring and summer. Also this summer the Vermont Legislature will study public transportation in Vermont, probably adding further rail travel in Vermont.

For the future, VARP is looking to what can be done. We are distressed with the Amtrak funding cuts, but optimistic about a long range future. With ridership up on the MONTREALER, we are hopeful that this fall will see a day train. Also we are seriously studying the possibility of rail passenger service on the Westside of Vermont and New England over the Vermont, Boston & Maine, and Penn Central lines. The line is now in serious shape, but the prospect of new "interstate type" highway construction along the corridor is an incentive to protect this beautiful area. We see this as a long range project and a Westside Rail Conference composed of individuals and groups along the route is working on it.

I also want to comment on the MONTREALER/WASHINGTONIAN ridership figures in the last issue of RTN. You do not indicate the checkpoint where the count was made. The figures are also much higher than December figures supplied to us by Amtrak on ridership on the northern part of the route.

George Lerrigo, Editor
VARP Newsletter

North Bennington, Vermont

Riding the COAST STARLIGHT recently on the "short" train from Oakland to Los Angeles, I came upon Amtrak diner #8034. This was the first trip for the car since refurbishing, and the crew was checking it out for workability. It was originally Santa Fe #1483, a 36-seat diner built in 1937 for the CHIEF.

The interior was strikingly done, with just the right amount of bright "Amtraky" color combined with dark chocolate brown. Indirect lighting over each table was pleasing, as were the small fixtures on the ceiling. Somehow it was much nicer than other refurbished diners.

However, the crew found two features to be hard to work with. One was that the new type of chair--very pleasing to look at, and comfortable--slid around too much with the movement of the train. And the original 36-seat configuration had been increased to 48 seats, creating a very narrow aisle in which to balance trays and serve food.

Real flowers--as usual--and very good food. It seems to get better each time I ride the train.

Recently I had the opportunity to again ride good old #3, the SUPER CHIEF, from Albuquerque to Los Angeles. A good 35 mins late when I got on, but she made it all up by morning. The usual hi-level consist; the sleepers included "Indian Pony" 11-bdrm), "Pine Dawn" (10-6), "Regal Town" (4-4-2, which ran on the GM special to the Greenbrier) and "Pine Shore" (10-6) in which I had roomette 8... I must say that the roadbed in Western New Mexico is really rough! We managed to keep everything on the plates, tho, in Amtrak diner 8071.

The table linen was particularly interesting. The tablecloth was Santa Fe alright, but the napkins were from Burlington Route, SCL, Great Northern (pre-mountain goat design), and the Orrington Hotel! I wonder where it's located? One thing more: the little "your steward is..." plaques were back.

Peter Putnam Bretz

Malibu, California

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Projected mailing date for this issue: April 19, 1973.

Just read the Automobile Accidents feature in the last issue of RTN. Then I had to go back to my April Railroad Magazine to find the Freeman Hubbard quotes.

Freeman Hubbard is a titan... There is such a depth of character and integrity and spirit and magnanimity in Freeman Hubbard, dean of U.S. rail journalists...

So you have an accident file too! Yours is on a model truck! We keep ours for slightly different motives. You keep yours to be able to highlight the incredible unfelt carnage of this killer vehicle. I keep mine on transportation accidents when somebody points to some rail accident and thus concludes that rail juggernauts are menaces. Why, we've even had an airplane drop from the sky onto a Munich streetcar at Christmastime, if I remember correctly. And you may recall last year when the impression was being bruited in San Clemente that the trains were killers, I was able to chronicle the "incredible carnage," the lives lost in San Clemente, on the grade-separated freeways, the real killers.

Robert J. Swan

Long Beach, California

While I applaud your journalistic efforts in producing a biweekly newsletter reporting the current status of the passenger train, I must object to recent editorials published therein. In particular, I find "Highway Deaths," second issue, March, 1973, guilty of gross oversimplification of the issues involved and historic inaccuracies. I further object to the sweeping accusations condemning various industries and government agencies as willful perpetrators of heinous crimes against society. Such accusations appear supported only by a collection of popular ignorance which RTN has merely repeated rather than explored and explained.

With regard to oversimplification of the issues, I point to the identification of members of the Highway Lobby, many of whom in fact supported recent legislative efforts to permit use of Highway Trust Funds for urban mass transit needs. These supporters include "big auto manufacturers" and "big oil companies," already major suppliers in the mass transit and railroad industries. Research in the appropriate publications reporting on Congressional activities would have revealed this.

Perhaps even a greater oversimplification--to the point of giving clear evidence of a lack of perception of historical realities--is manifested in the comments on the existence in times forever past of a "balanced transportation system," "serene life," more enjoyment of traveling and "a great variety of modes of transportation."

RTN must temper its news and editorial comments with greater understanding of the issues involved if it ever aspires to anything greater than mediocrity. Lack of research and an emotional attack upon partially understood facets of transportation issues can only lead to diminished respect for editorial opinions by those whose respect RTN needs most--the transportation industry and its regulators. Without this respect, RTN's appeal will be reduced to the well-meaning but unknowledgeable railfan, thus forever limiting whatever influence RTN may yet obtain in the field of rail travel.

Thomas A. Hord

Lawrence, Kansas

(RTN assumes different roles at different times, and one of these is to stir people up emotionally upon an issue of importance. As a consumer newsletter we say what appears to be the truth from a consumer's standpoint. If we left the impression that we felt that only those industries and agencies named are responsible for our highway mess, that was unfortunate. Everyone of us must shoulder some of the responsibility for the apathy toward the problem that is the main cause of its perpetuation.

We see no reason to retract our statements about the better travel conditions of the past. While no era is perfect, it seems clear to anyone who was around before World War II that the quality of life has deteriorated in many respects since that time. We believe that at the heart of the urban and general environmental deterioration lies the problem of transportation. --Ed.)

CANADA NEWS LETTER

CANADIAN NATIONAL'S TURBO is supposed to resume operation between Toronto and Montreal around the beginning of summer. It will likely replace one set of Rapidos. Improvements will also be made to the Ottawa to Toronto service, probably in the form of a separate Ottawa to Toronto and Toronto to Ottawa train. These would replace the current afternoon trains, which are switched in and out of the BONAVENTURE at Brockville, with some saving in time and better departure hours resulting...

THE PREDICTIONS MADE in an article in the Aug. 21, 1972 RTN about CN's "Dayniter" service appear to be coming true. CN has rebuilt additional coaches into Dayniters, and both sections of the SUPER CONTINENTAL will include these "sleeper substitutes" this summer. Late last year the CAVALIER (overnight Toronto-Montreal) began operating these cars as well. CN advertising is now stressing coach travel for day service, and Dayniter service for overnight travel. There is no mention of sleeping car service. CN's promotion of the Dayniter may be justified. The SUPER CONTINENTAL'S Dayniter has contained few passengers on several sightings around Ottawa. On April 7, for example, there were no passengers in the Dayniter on CN #1 thru Ottawa, and that was not the only occasion that this phenomenon was observed. The Dayniter was supposed to serve both the coach and sleeping car market. It appears that predictions that it would serve neither are being borne out...

NO LOUNGE CAR is now carried on the Montreal to Capreol section of the SUPER CONTINENTAL. A typical consist is: locomotive; baggage; Dayniter; two coaches; cafe car; sleeper (8 duplex roomettes, 4 bedrooms, 4 sections); diner. The lounge and second Montreal-Vancouver sleeper were taken off late last year or early this year. The Toronto section is similar, except for a 24 duplex roomette car used as a dorm, no Dayniter (which will soon change), and a lounge. In addition, the Toronto section contains a Toronto-Winnipeg sleeper. This, plus a Winnipeg to Prince Rupert sleeper (!) on the days when that train runs, replace the second Toronto-Vancouver sleeper. Altho the Prince Rupert sleeper is hard to imagine, a check with Toronto reservations people indicates that it does, in fact, run...

CANADIAN TRANSPORT COMMISSION has issued its third invitation for public comments on train service in the last 18 months. The transcontinental trains and the Maritimes services were subjects of earlier queries, and now the Quebec City-Windsor "corridor" services and the services in remote northern areas of Canada are the topics upon which the CTC wants ideas. April 30 is the deadline for responses to these six problem areas: routing, frequency of service, departure and arrival times, connecting services of various modes, types of meals and sleeper services, and coach fares...

PLAN FOR INTEGRATION of the CP and CN transcontinental trains was to have been developed by the CTC by last fall, but because of technical problems this did not appear. Rail travelers are hoping that if any large changes are planned, interested parties may comment upon them before adoption...

INCREASED COACH FARES on CP's transcontinental train have been adopted, and a 3-level fare structure like CN's introduced. Sleeping car accommodations have been increased in price from 14-21%, including higher levels on the popular Calgary-Vancouver segment. The coach fare levels are called Bargain, Economy and Standard, with the first two lower than the old fare, and the Standard higher. The Standard fare applies on most days during the summer travel season...

"LIGHT RAPID TRANSIT: The immediate answer for Edmonton" is the tital of a new 52-page, 8½x14 booklet produced in that city to document "a dramatic new alternative to massive freeways and expensive subway train systems." The book is well illustrated with contemporary foreign transit car photos. Available for $5 from Gregory Thompson, 124 Springfield Rd., Apt. 710, Ottawa, Ontario K1M 2C8, Canada...

SOUTHERN PACIFIC WON'T RUN TRAIN TO DALLAS WITHOUT COSTLY TRACK UPGRADING

The SP made known early this month that it will not run the Dallas-Houston service planned by Amtrak to start June 10 unless the rail corporation pays for $7.7 million in track work, including lengthening sidings and upgrading track.

The dispute with Amtrak has been sent to a 3-man arbitration board in Washington. It was not learned when a board decision would be reached, but SP said that track work would take more than a month or two, once begun. The railroad estimated a running time of around 9 hours for the train with present track conditions, altho freights currently make the run in 5hrs, 50mins, according to Dr. Dan Monaghan, top Dallas transportation expert. Amtrak asked for a 7hr, 50min schedule, while Monaghan insisted that 5hrs, 50mins is reasonable, and Congressman Alan Steelman said that the track is now capable of running passenger trains in 4hrs, 40mins over the 265-mile route. Highway driving time is about 4 hours. The Houston-Dallas "corridor" is a heavily traveled one, with three airlines, Southwest, Braniff, and Texas International doing a lot of business.

While Amtrak's mandate allows it to run passenger trains over any track of a member railroad, the strategy of SP, according to Monaghan, is to be obstructionist to the point at which Amtrak may give up attempting to route the TEXAS CHIEF thru Dallas.

WHAT AMTRAK REALLY COSTS THE TAXPAYER: HARDLY ANYTHING

In hearings before a House transportation appropriations subcommittee April 6, Amtrak President Roger Lewis testified that the $93 million budget set for Amtrak for the next fiscal year by the Dept. of Transportation is "tight," but endorsed it nevertheless, leaving it up to Congress to decide whether it wants to up the ante. Lewis pointed out that the creation of Amtrak permits the treasury to take in $80 million more each year in higher taxes from railroads relieved of their passenger train operating deficits, so that the actual cost to the treasury of the Amtrak request for FY 74 is only $13 million (this compares with $37 million the White House if requesting for eleven more helicopters for personal transportation of White House staff). Lewis said Amtrak is bound to play a "much more" important role in future transportation needs and is destined for "solid growth" because the passenger train still has "great underutilized assets." In addition, he stated, trains don't have the pollution, congestion and fuel shortage problems that plague other travel modes.

Also testifying was Rep. Julia Butler Hansen, head of an Interior Dept. budget appropriations subcommittee, who urged Amtrak to work closely with the National Park Service to promote greater use of trains to parks and less reliance on autos.

ADMINISTRATION PERMANENTLY CUTS OFF ARKANSAS AND CALIFORNIA TRAIN APPROPRIATIONS

At the same subcommittee hearing reported above, John Ingram, head of the Federal Railroad Administration of the DOT, emerged as the most vocal anti-passenger train figure on the national scene. He startled the subcommittee by announcing that the Administration has decided to permanently withhold the $9.1 million supplemental appropriation for Amtrak that was to pay for starting up service to Mexico from St. Louis, via Arkansas, and for reinstating train service in California's San Joaquin Valley. Earlier, the Administration had stated that the California service would commence sometime after the start of the next fiscal year, but now it was announced that a new study estimated that the Oakland-Bakersfield train would lose $3.4 million a year, not the earlier-estimated $500,000, and would carry 75 passengers a day. Ingram said there already was adequate bus and air service in the San Joaquin Valley anyhow. He said of the St. Louis-Mexico train that it would be an even greater money loser. Subcommittee chairman John J. McFall of California said he would meet with other congressmen from the areas affected by the cutoff to plan a course of action, but was uncertain whether anything could be done with the Administration unwilling to release the funds.

mixed train of thoughts

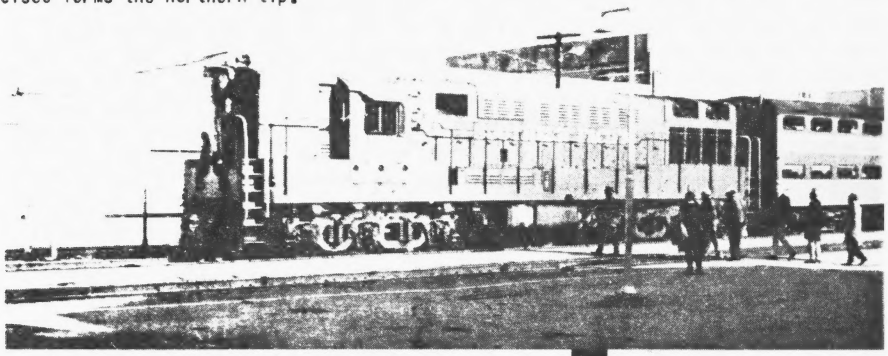
A NEW TRAIN, named THE FENWAY, will begin operation April 29 with one daily round trip between Meriden, CT and Boston via Hartford, Springfield & Worcester (the "Inland Route") for $15 roundtrip. Leaves Meriden 7:25am, arrives Boston 10:42am (on weekends & holidays about an hour later); leaves Boston 5:15pm, arrives Meriden 8:23pm. Train is promoted by Committee of Rail Passenger Service of the Greater Meriden Chamber of Commerce..... A LATE RETRACTION from UPI says that the news agency misquoted John Ingram at House hearings (see article on p. 6), and that the FRA still estimates the San Joaquin Valley projected deficit at $500,000 per year, but the transportation agency thinks that's still too high. The 3.4 figure quoted was not millions, but cents loss per passenger mile, and the Administration has set a guideline of 2¢ loss per passenger mile as the maximum it will tolerate..... JAMES R. MILLS, State Senator from San Diego, has introduced a bill in the California capitol to permit Amtrak to run auto-carrying cars on the COAST STARLIGHT. The bill is numbered SB737..... THE COAST STARLIGHT ran out of fuel northbound at Puyallup, WA April 7 and arrived at Seattle at 12:45am Sunday (April 8). It had also been delayed just north of Klamath Falls when a truck on a highway lost a wheel which rolled onto the track and damaged the two engines and baggage car. A replacement engine from BN was sent south to Eugene to help bring the train in, but the engine did not carry enough fuel for that extra mileage and the run to Seattle too, and someone didn't think to refuel it. At Portland, the damaged baggage car was placed on the rear (steam lines damaged), a move which took almost an hour.....

* * *

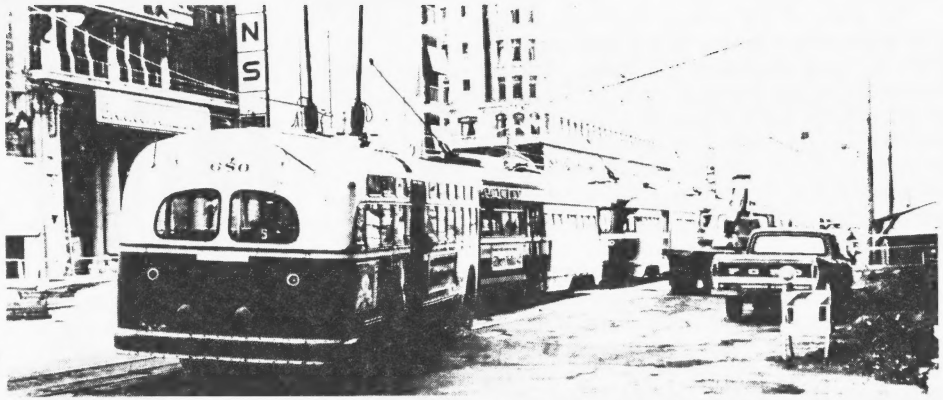
THE FREEWAY MENTALITY is a mystery to many, and if you wish to study it, we recommend the article "Ode to a Freeway," by Steven V. Roberts, L.A. bureau chief of the N.Y. Times (see QUOTES, p. 13)..... NO MORE PETS in sleepers starting April 29, Amtrak says, unless the train has no baggage car..... MASSACHUSETTS BAY TRANSIT Authority is reducing off-peak hour fares (10am-1pm) from 25¢ to 10¢ to encourage people to ride public transit. The plan runs from April thru June. A wise move... THE SUNSET LIMITED was rerouted eastbound April 10 when two Shell Oil barges broke loose and damaged the Berwick railroad bridge near New Orleans. The detour went on KCS Beaumont-DeQuincy, on MP DeQuincy-Baton Rouge, and ICG Baton Rouge-New Orleans. The railroad people wanted to bus passengers but Amtrak insisted on the rerouting to avoid lousing up its equipment pool. The route was 19 miles longer but managed to take 5hrs 45mins more time, with #2 arriving New Orleans 7hrs, 45 mins late..... "RIDING THE RAILS on America's Hotshot Trains" is a 3-page, fine article in the April Better Homes & Gardens magazine, giving rail travel a big boost, and packed with info about going by train. It names the Metroliner, SUPER CHIEF and SOUTHERN CRESCENT as the nation's "best-run trains"..... WE'RE GETTING COMPLIMENTS on our new, better quality printing, especially noticeable in improved photo reproduction. Our aim is to achieve consistent newspaper-quality reproduction on our tight publication schedule. We're still working on innovations to bring you the best possible photos and news as quickly as the mails permit..... THE AVERAGE CITIZEN must be totally confused by the scattered news reports out of Washington about this or that transportation plan, and could hardly be expected to provide meaningful input into the ongoing debate which will intimately affect him for decades. Three big issues are being debated right now: should public transit be paid for out of the Highway Trust Fund, and should operating subsidies be given; should the nation's passenger train system be given a big boost or allowed to peter along, with hopes it may die out; what's the solution for bankrupt railroads and the problem of expensive track ownership. It seems to us unfortunate that these issues have come to a head just now, since the present administration seems to have all the wrong ideas about resolving them. On the third issue, we personally join NARP in supporting Senate bill S.1031 to form an interstate railroad system..... GET A FREE copy of the Vermont Ass'n of RR Psgrs Newsltr for an 8¢ stamp from VARP Newsletter, Polygraphic Ln., No. Bennington, VT 05257. Mention RTN.....

Non-Amtrak Trains of SP

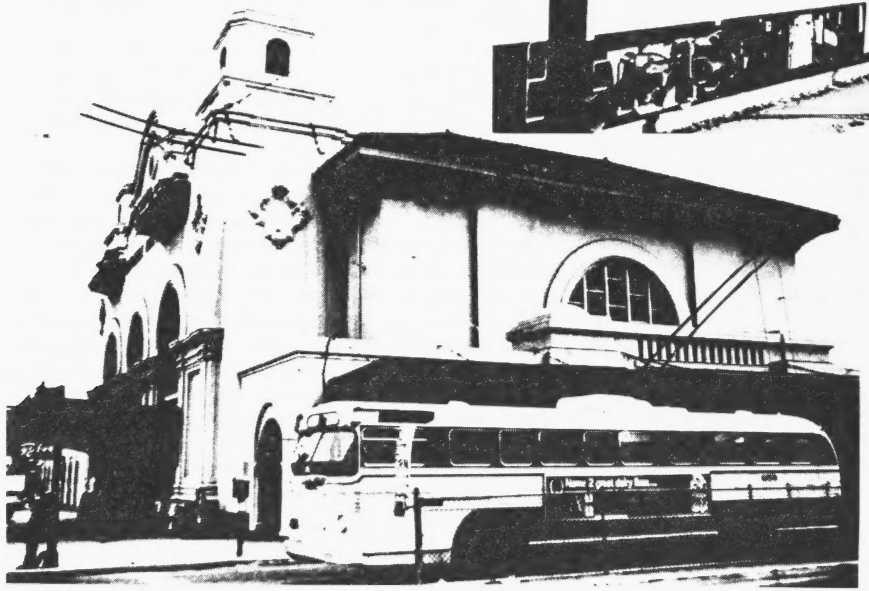
Always enjoyable to the train lover is a trip on Southern Pacific's only remaining privately-operated passenger trains, the San Francisco Peninsula Commute trains between The City and San Jose, California. In the automobile-crazed suburbs of San Mateo and Santa Clara Counties, it is surprising that about 12,000 commuters still are loyal to the SP for daily travel on the long, narrow peninsula of which San Francisco forms the northern tip.



From the only-remaining Trainmaster engines (photo above, at San Mateo) to the "Subs" (for "suburban cars") built for this service almost 50 years ago (interior photo, p. 9), to the newish bilevel cars (photos above & right), to the smooth welded rail and ever-pleasant conductors, the railfan finds much enjoyable on this 46.9-mile line. But alas, all is not well with this much-needed service. The average patron is of course no railfan and could



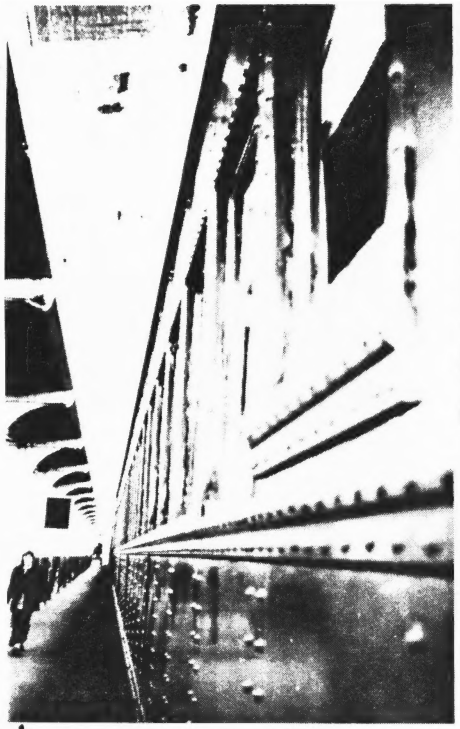
(Above) traffic congestion in S.F. makes connections with the SP line slow, tedious and frustrating. (Bottom p.8) End of the line in S.F.: the 3rd & Townsend SP depot and the #30 trolley bus connection.



not distinguish the Trainmasters from the Geeps or notice the presence of a couple big SDP-45's or perhaps even the occasional F unit, or care less. What most patrons notice most is the high cost of commuting on SP, the very infrequent service except at rush hours, and the miserable connections in San Francisco. And so patronage slowly diminishes while the railroad makes no attempt to win over customers. And nowthe carrier is asking for a big fare increase while questions are being asked about what to do with public transportation on this peninsula. Should BART be extended down this west side of the bay? San Mateo County voted this plan down when BART was on the drawing boards. Should the SP line be upgraded with the assistance of public funds? Should the whole works be allowed to fade away and let the auto take over with more freeways squeezing onto this narrow, once green-belted strip of land? Already two major freeways rip thru this territory, and highwaymen are drooling at the prospect of perhaps even more concrete to be poured over the last few virgin hills and around the serene lakes of this country that straddles the long San Andreas earthquake fault. These questions are presently being debated, and it seems clear that some change must be forthcoming in the near future. Whatever that change is will be of vital importance to the overall public transportation system of the entire San Francisco Bay Area.

The users of the commute line seem to find the train ride a generally pleasant experience. That is, once they're on the train. The actual operation of the trains elicits little criticism. The cars are clean--if old--and free of vandalism. The conductors seem almost hand-picked for their courtesy and friendliness--an amazing contrast to the long-distance passenger train people of SP in the pre-Amtrak era.

The old mission-style San Francisco depot is ugly. But to the regular commuter who begins not to see what's around him, it can be comfortable as an old shoe. Anyway, he just breezes thru it, with perhaps a stop to pick up a magazine, a bag of popcorn or a loaf of sour dough French bread, and hops aboard a waiting car, slips off his shoes, and settles down to read. Or he may buy an ice-cold can of beer from an adjoining shop, the can purposely sold with a white paper wrapper to disguise its contents. Refreshing himself as he rides, oblivious to the bumper-to-bumper freeway traffic nearby, he speeds smoothly southward, out of the fog and into the sunshine of the suburbs.



In a half hour the 3rd & Townsend depot won't be this quiet. The 4:15pm train, with a consist of six "Subs" and two Geeps for power awaits its load of early leave-takers from the City.

On a showery April Friday, an early train pulls out of the depot, cars comfortably filled, a few seats still vacant, unlike the later trains of the real rush hour. The conductor in a forward smoking car comments on the stuffiness of the old Sub, and slides down a front door window, propping it with a paper cup from the dispenser. These old cars ride surprisingly well--with fewer rattles than the newer bilevels--, but hardly present a modern image that attracts new passengers. The interior is done in wood, with windows a single pane of glass. The seats are hard and the lights dim, but some riders prefer them to the bilevels. A row of thirteen 50-watt incandescent bulbs down the length of the domed ceiling provides the illumination. The interior is a rather sickly green, the seats a sort of octopus red. The dark gray exteriors are the most repelling feature of the cars, however. SP could easily make its rolling stock zingier in appearance with some new paint. But the railroad prefers to give its commute line a low profile, perhaps in hopes that it will gradually fade away.

The biggest hangup in making this line an integral part of a sensible public transportation system around the bay lies in the poor connections and service within San Francisco. The S.F. Muni Railway provides a trolley bus connection outside the depot (a new depot a block away is planned by SP, but critics have attacked this plan) to take train riders to the downtown area. It's not too far from the depot to Market Street, but it is too far to walk comfortably, and the area traversed is an unpleasant skid row district dotted with sterile parking lots and rundown hotels and bars. The Muni buses are badly maintained, schedules erratic, and drivers often surly. It's an almost impossible task to go between the Eastbay and the Peninsula on public transit, mainly because of the unpredictable, intervening Muni. From the TransBay Terminal, where Amtrak buses and AC Transit stops, it's a short distance as the crow flies to the SP; but it takes a frustrating half hour on the Muni, and one change of buses is required. Critics agree that when BART starts running in S.F. a direct connection between SP and BART is essential, however this may be arranged.

The California Public Utilities Commission held hearings April 9-12 on SP's latest proposed commute fare increase. According to Peninsula Transit Committee spokesman Chris Lovelock of Palo Alto, for the first time in ten years there was serious opposition expressed to SP fare increases. Among the complaints about the commute line made at the hearings were the declarations that schedules are inconvenient, that the S.F. Muni bus schedules and train schedules frequently don't mesh, that commute cars are old and unattractive, and that stations along the route are kept in poor repair. It was said that SP has failed to improve its service. The railroad has done no advertising of its service since 1962, and has made no surveys of customer needs since 1966-7. When asked at the hearings how the railroad seeks rider input and information about their needs, the SP spokesman was reportedly unable to find an answer except to note that customers can indicate their needs by writing letters of complaint.

According the the Public Utilities Code of the State of California, charges for service must be just and reasonable. The Transit Committee argued that SP is not meeting either the letter or the spirit of the PUC requirements. SP has never taken steps to form a transit district to make itself eligible for public funds to offset expenses. According to its accounting system, the railroad loses over $3 million per year on the line.

The PUC staff at the hearings was reportedly opposed to the increases, but the full Commission must yet decide on the case after entertaining the examiner's recommendation. This usually takes 3-4 weeks, so a decision should be forthcoming in the latter part of May.

The table at the right, reprinted from SP's current timetable (effective 6/11/72), shows present fares for the Peninsula. The round-trip fares are double one-way. The commuter can apply to SP for an automatic "ticket-by-mail" plan, whereby he selects a 5-day or 7-day monthly ticket, with an optional monthly parking permit, and receives these by mail by the 26th of the month. The commuter mails in his check the first of the month his ticket is effective. Complains the Peninsula Transit Committee, the one-way fares are already higher than other Bay Area public transportation systems such as BART, AC Transit, and Golden Gate Transit. No senior citizen discount is given, unlike the practice with other carriers. If SP's increases were granted, 20-ride tickets would go up as much as 53%, with increases of 7-30% on one-way fares.

PENINSULA ZONE FARES

To determine your fare, simply select the zone from which you will commute regularly (remember, you can ride to or from all stations in that zone). Read to right under the type of ticket you prefer to use. This figure is your Zone Fare. You may ask for your ticket by zone and color.

	BETWEEN SAN FRANCISCO AND	5-Day Monthly Commutation ①	Monthly Commutation (Every Day) ②	Weekly Commutation (7-Day) ②	20-Ride "Family" Ticket ③	Single Ride Tickets: One-Way Fares	Single Ride Tickets: Round-Trip Fares
RED ZONE 1	So. S. F. San Bruno Millbrae	$21.00	$22.75	$6.00	$15.00	$0.90	$1.80
GREEN ZONE 2	Broadway Burlingame San Mateo Hayward Park	25.00	27.25	7.00	17.85	1.10	2.20
ORANGE ZONE 3	Hillsdale Belmont San Carlos Redwood City	29.00	31.75	8.00	20.00	1.40	2.80
BLUE ZONE 4	Atherton Menlo Park Palo Alto California Ave.	33.00	36.25	9.50	22.00	1.70	3.40
YELLOW ZONE 5	Castro Mountain View Sunnyvale	37.00	41.00	10.85	24.10	2.00	4.00
BROWN ZONE 6	Santa Clara College Park San Jose	40.00	43.75	12.25	25.50	2.15	4.30

①Good for unlimited number of rides Monday thru Friday inclusive.
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The current SP Peninsula Commute schedules for weekdays are shown on page 12. Service is less frequent on weekends. Southbound from S.F. on Sunday and holidays, only trains 112, 114, 116, 118, 126, 146, 150, and 108, on the same timetable as weekdays, are run--plus a train 168 leaving S.F. at 4:15pm and reach San Jose 5:35.

The users of the commute line seem to find the train ride a generally pleasant experience. That is, once they're on the train. The actual operation of the trains elicits little criticism. The cars are clean--if old--and free of vandalism. The conductors seem almost hand-picked for their courtesy and friendliness--an amazing contrast to the long-distance passenger train people of SP in the pre-Amtrak era.

The old mission-style San Francisco depot is ugly. But to the regular commuter who begins not to see what's around him, it can be comfortable as an old shoe. Anyway, he just breezes thru it, with perhaps a stop to pick up a magazine, a bag of popcorn or a loaf of sour dough French bread, and hops aboard a waiting car, slips off his shoes, and settles down to read. Or he may buy an ice-cold can of beer from an adjoining shop, the can purposely sold with a white paper wrapper to disguise its contents. Refreshing himself as he rides, oblivious to the bumper-to-bumper freeway traffic nearby, he speeds smoothly southward, out of the fog and into the sunshine of the suburbs.

In a half hour the 3rd & Townsend depot won't be this quiet. The 4:15pm train, with a consist of six "Subs" and two Geeps for power awaits its load of early leave-takers from the City.

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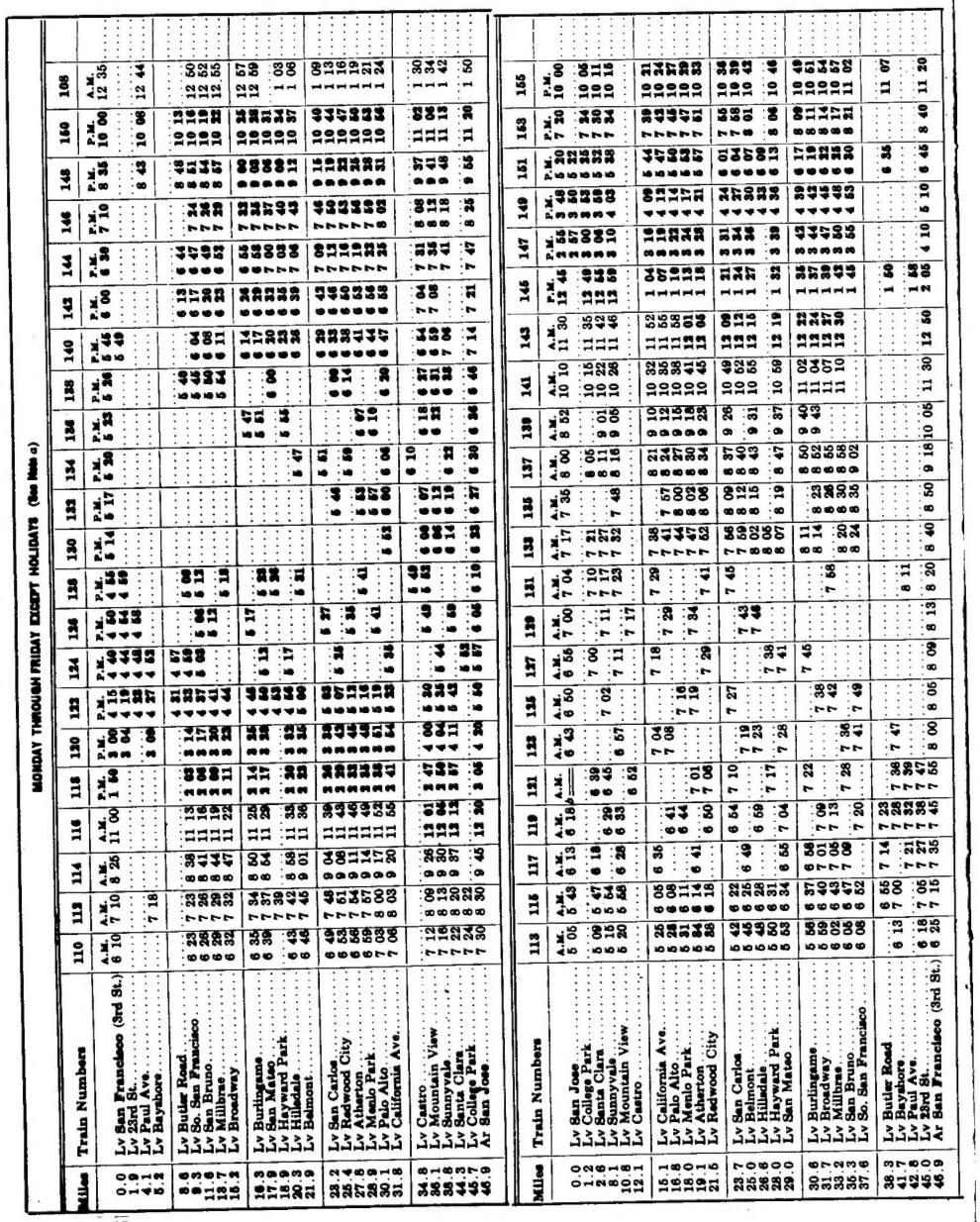
Northbound, trains 141, 151, and 155 are operated, plus trains numbered 161, 165, 169, 171, and 175, leaving S.F. at 5:30, 6:45 and 10:40am, and 1:50 and 8:30pm respectively. Saturday southbound trains are 112, 114, 116, 118, 120, 126, 144, 150, and 108, plus departures at 12:30, 4:15, and 5:30pm that are numbered 166, 168, 170. Northbound trains on Saturday are 113, 139, 141, 143, 145, 151, 153, 155 (on weekday scheduling) plus trains at 6:10, 6:45 and 8:20am and 4:35pm numbered 163, 165, 167, and 173 respectively. Footnote b in the timetable indicates train 121 does not leave from the San Jose station.



QUOTES OF THE WEEK***

"Southern Pacific is just being ornery and cussed. They hope Amtrak will tuck in its tail and run back to the old Santa Fe schedule to Houston, which happens to bypass Dallas completely. They ain't gonna get away with it. I just don't know why they don't want Amtrak passenger trains running over their tracks. They've made millions on their freight-hauling operations out of Dallas. They owe us something."

--Dr. Dan Monaghan of Dallas, in Dallas Times Herald (April 8), commenting on SP refusal to run Dallas train

"It is becoming more and more apparent that men, as a sex, are incapable of running a railroad passenger system in this country. Nor is there any reason today that a man should be president of Amtrak, nor that all its corporate and operating officials should be men... It is time that men abdicate their positions and admit defeat. And I herewith restate my proposal that the operation of Amtrak be taken over by the Junior League."

--Columnist Richard Allin, Arkansas Gazette, April 12

"There are many things I'd rather do than drive on the freeway (even take out the garbage) and it can be a very impersonal exercise, but that is not necessarily bad. As my wife puts it, only half in jest: 'I think it makes the city friendlier. Keeping people apart keeps them from killing each other. Anyone who talks about how sterile the freeways are hasn't been felt up on the subway recently.'"

--Steven V. Roberts, N.Y. Times Magazine, April 15

SLIP OF THE MONTH CLUB***

"The important thing now is to offer leaner, faster, more efficient service rather than to continue pouring money into routes that probably should have been dropped years ago."

--El Paso Herald-Post editorial, April 4

(Maybe narrow gauge trains would be skinnier.)

ALL ABOARD

MEMORIAL DAY WEEKEND AT LAKE TAHOE

PLAN TO JOIN US MEMORIAL DAY WEEKEND WHEN WE OPERATE PRIVATE COMFORTABLE MODERN AIR CONDITIONED PRIVATE CARS ATTACHED TO THE SAN FRANCISCO ZEPHYR TO RENO-SPARKS-LAKE TAHOE MAY 26 THRU MAY 29. WHEN WE ARRIVE IN SPARKS A CHARTERED MOTOR COACH WILL MEET US TRAINSIDE FOR THE SHORT RIDE TO THE FRIENDSHIP INN NESTLED IN THE PINES AT SOUTH LAKE TAHOE. WE'LL HAVE TWO NIGHTS AT SOUTH SHORE, SO THERE IS PLENTY OF TIME FOR GAMBLING, SWIMMING AT THE INDOOR OR OUTDOOR POOLS, OR AT THE PRIVATE BEACH, FREE SAUNA, FREE WHIRLPOOL SPA, HORSEBACK RIDING AND MORE. RETURN TO RENO-SPARKS AREA MAY 28. CARS PARKED AT SPARKS FOR OVERNIGHT OCCUPANCY. RETURN TO BAY AREA MAY 29.

PRICES

UPPER BERTH $85.00
LOWER BERTH $90.00
ROOMETTE $95.00
BEDROOM FOR ONE $110.00
BEDROOM FOR TWO EACH $85.00

HOTEL AND SLEEPING CAR SPACE IS LIMITED. AVOID DISSAPOINTMENT AND MAKE YOUR RESERVATIONS EARLY. A $25.00 DEPOSIT WILL HOLD SPACE UNTIL MAY 18 AT WHICH TIME BALANCE IS DUE.

FARES PER PERSON INCLUDES TRANSPORTATION, PRIVATE CAR ACCOMODATIONS, HOTEL ROOMS BASED ON TWO (2) PER ROOM, CHARTERED MOTOR COACH AND HOSPITALITY ROOMS AT THE NUGGET IN SPARKS.

NEED MORE INFO? CONTACT CLIFF MCDANIEL FOR RESERVATION REQUEST 356 S. JAYNE AVE. #103 OAKLAND, CA. 94610 or CALL 271-8038 days, 839-9807 nights

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MONDAY THROUGH FRIDAY EXCEPT HOLIDAYS (See Note a)

Miles	Train Numbers	110	112	114	116	118	120	122	124	126	128	130	132	134	136	138	140	142	144	146	148	150	108
		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.
0.0	Lv San Francisco (3rd St.)	6 10	7 10	8 26	11 00	1 50	3 00	4 15	4 40	4 50	4 55	5 14	5 33	5 30	5 47	5 40	5 45	6 00	6 30	7 10	8 35	10 00	12 35
1.9	Lv 22nd St.						3 04	4 19	4 44	4 54	4 59						5 49						
4.1	Lv Paul Ave.							4 23	4 48	4 58													
5.2	Lv Bayshore		7 18				3 06	4 27	4 52												8 43	10 08	12 44
8.6	Lv Butler Road		7 23	8 38	11 13	2 03	3 14	4 31	4 57							5 40		6 13	6 44		8 48	10 13	12 50
9.3	Lv So. San Francisco		7 26	8 41	11 16	2 06	3 17	4 33	5 00		5 06					5 45	6 04	6 17	6 47	7 24	8 51	10 16	12 52
11.6	Lv San Bruno		7 29	8 44	11 19	2 09	3 20	4 37	5 03		5 12					5 50	6 08	6 20	6 49	7 26	8 54	10 19	12 52
13.7	Lv Millbrae		7 32	8 47	11 22	2 11	3 23	4 44								5 54	6 11	6 23	6 52	7 29	8 57	10 22	12 55
15.2	Lv Broadway																						
16.3	Lv Burlingame		7 34	8 50	11 25	2 14	3 26	4 46	5 13		5 17				5 47		6 14	6 26	6 55	7 33	9 00	10 25	12 57
17.9	Lv San Mateo		7 37	8 54	11 29	2 17	3 30	4 50	5 17						5 51		6 17	6 29	6 58	7 37	9 04	10 29	12 59
18.9	Lv Hayward Park		7 39					4 52			5 25						6 20	6 32	7 01	7 40	9 08	10 32	
20.3	Lv Hillsdale		7 42	8 58	11 33	2 20	3 33	4 55	5 20						5 55	6 00	6 23	6 35	7 04	7 43	9 11	10 35	1 03
21.9	Lv Belmont		7 45	9 01	11 36	2 23	3 36	4 58			5 31			5 47			6 26	6 39	7 06		9 12	10 37	1 06
23.2	Lv San Carlos		7 48	9 04	11 39	2 26	3 39	5 01							5 57								1 09
25.4	Lv Redwood City		7 51	9 08	11 43	2 29	3 43	5 07	5 36					5 51				6 43	7 09	7 46	9 15	10 40	1 13
27.8	Lv Atherton		7 54	9 11	11 46	2 33	3 46	5 12										6 46	7 13	7 50	9 18	10 44	1 16
28.9	Lv Menlo Park		7 57	9 14	11 49	2 36	3 49	5 15	5 41				5 53	5 59		6 07		6 50	7 16	7 53	9 22	10 47	1 19
30.1	Lv Palo Alto		8 00	9 17	11 52	2 39	3 51	5 19			5 41		6 00			6 10	6 41	6 53	7 19	7 56	9 25	10 50	1 22
31.8	Lv California Ave.		8 03	9 20	11 55	2 41	3 54	5 22	5 46			6 02	6 06	6 06		6 30	6 47	6 55	7 25	8 02	9 31	10 56	1 24
34.8	Lv Castro		8 09	9 26	12 01	2 47	4 00	5 30		5 49	5 55	6 09	6 07		6 16	6 37	6 54	7 04	7 31	8 08	9 37	11 02	1 30
36.1	Lv Mountain View		8 13	9 30	12 04	2 50	4 04	5 34	5 54		6 00	6 12	6 11		6 22	6 41	6 59	7 08	7 36	8 12	9 41	11 06	1 34
37.8	Lv Santa Clara		8 22	9 37	12 12	2 57	4 11	5 43			6 14		6 19			6 38	7 06		7 41	8 18	9 48	11 13	1 42
38.7	Lv College Park		8 24						5 52														
40.9	Ar San Jose		8 30	9 45	12 20	3 05	4 20	5 50	5 57	6 05	6 10	6 23	6 27	6 30	6 36	6 46	7 14	7 21	7 47	8 25	9 55	11 20	1 50

Miles	Train Numbers	113	115	117	119	121	123	125	127	129	131	133	135	137	139	141	143	145	147	149	151	163	155
		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
0.0	Lv San Jose	5 05	5 43	6 13	6 18	b----	6 43	6 50	6 55	7 00	7 04	7 17	7 35	8 00	8 52	10 10	11 30	2 15	3 07	3 48	5 20	7 20	10 00
1.2	Lv College Park						7 04											2 20	3 12	3 53	5 25		
2.6	Lv Santa Clara	5 09	5 47	6 18	6 39		7 08		7 00	7 11	7 17	7 21		8 05		10 15	11 35	2 24	3 16	3 57	5 32	7 24	10 05
8.1	Lv Sunnyvale	5 15	5 54		6 45	7 02		7 16		7 17	7 27		8 11	9 01	10 22	11 42	2 31	3 23	4 04	5 39	7 30	10 11
10.8	Lv Mountain View	5 20	5 58	6 25	6 53		7 17		7 11	7 23	7 32	7 48		8 16	9 05	10 26	11 46	2 35	3 27	4 08	5 43	7 34	10 15
12.1	Lv Castro					6 52				7 17													
15.1	Lv California Ave.	5 25	6 05	6 35			7 04		7 18		7 29	7 38		8 21	9 10	10 32	11 52	2 44	3 36	4 17	5 52	7 39	10 21
16.8	Lv Palo Alto	5 28	6 08				7 08			7 29		7 41		8 24	9 12	10 35	11 55	2 47	3 39	4 20	5 55	7 42	10 24
18.0	Lv Menlo Park	5 31	6 11		6 44	7 16				7 34		7 44	7 57	8 27	9 15	10 38	11 58	2 50	3 42	4 23	5 58	7 45	10 27
19.1	Lv Atherton	5 34	6 14	6 41	6 47	7 19						7 47	8 02	8 30	9 18	10 41	12 01	2 53	3 45	4 26	6 01	7 47	10 29
21.5	Lv Redwood City	5 38	6 18		6 50	7 23			7 29		7 41	7 52	8 06	8 34	9 23	10 45	12 05	2 57	3 51	4 30	6 05	7 51	10 33
23.7	Lv San Carlos	5 42	6 22		6 54	7 10		7 27				7 56	8 09	8 37	9 26	10 49	12 09	3 01	3 54	4 34	6 09	7 55	10 36
25.0	Lv Belmont	5 45	6 25	6 49			7 19			7 43		8 01	8 14	8 40		10 52	12 12	3 04	3 57	4 37	6 12	7 58	10 39
26.6	Lv Hillsdale	5 48	6 28		6 59		7 23			7 46		8 04	8 17	8 43	9 31	10 55	12 15	3 07	4 00	4 40	6 15	8 01	10 42
28.0	Lv Hayward Park	5 50	6 31		7 02	7 17			7 38			8 06						3 09	4 03	4 43	6 18		
29.0	Lv San Mateo	5 53	6 34	6 55	7 04		7 28		7 41			8 07	8 19	8 47	9 37	10 59	12 19	3 12	3 39	4 06	6 21	8 06	10 46
30.6	Lv Burlingame	5 56	6 37	6 58		7 22			7 45			8 11	8 23	8 50	9 40	11 02	12 22	1 35	3 42	4 39	6 17	8 09	10 49
31.7	Lv Broadway	5 59	6 40	7 01	7 09							8 14	8 26	8 52	9 43	11 04	12 24	1 37	3 44	4 42	6 19	8 11	10 51
33.2	Lv Millbrae	6 02	6 43	7 06	7 13		7 38			7 42			8 30	8 55		11 07	12 27	1 39	3 47	4 45	6 22	8 14	10 54
35.3	Lv San Bruno	6 05	6 47	7 09		7 28	7 36				7 49	7 68	8 20	8 58		11 10	12 30	1 42	3 50	4 48	6 25	8 17	10 57
37.6	Lv So. San Francisco	6 08	6 52	7 12	7 20		7 41						8 24	9 02				1 45	3 55	4 53	6 30	8 21	11 02
38.3	Lv Butler Road			7 14	7 23																		
41.7	Lv Bayshore	6 13	7 00	7 21	7 28	7 36	7 47											1 50			6 35		11 07
42.8	Lv Paul Ave.			7 32	7 39	7 47					8 11												
45.0	Lv 23rd St.																	1 58					
46.9	Ar San Francisco (3rd St.)	6 25	7 15	7 35	7 45	7 55	8 00	8 05	8 09	8 13	8 20	8 40	8 50	9 18	10 05	11 30	12 50	2 05	4 10	5 10	6 45	8 40	11 20

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"Southern Pacific is just being ornery and cussed. They hope Amtrak will tuck in its tail and run back to the old Santa Fe schedule to Houston, which happens to bypass Dallas completely. They ain't gonna get away with it. I just don't know why they don't want Amtrak passenger trains running over their tracks. They've made millions on their freight-hauling operations out of Dallas. They owe us something."

--Dr. Dan Monaghan of Dallas, in Dallas Times Herald (April 8), commenting on SP refusal to run Dallas train

"It is becoming more and more apparent that men, as a sex, are incapable of running a railroad passenger system in this country. Nor is there any reason today that a man should be president of Amtrak, nor that all its corporate and operating officials should be men... It is time that men abdicate their positions and admit defeat. And I herewith restate my proposal that the operation of Amtrak be taken over by the Junior League."

--Columnist Richard Allin, Arkansas Gazette, April 12

"There are many things I'd rather do than drive on the freeway (even take out the garbage) and it can be a very impersonal exercise, but that is not necessarily bad. As my wife puts it, only half in jest: 'I think it makes the city friendlier. Keeping people apart keeps them from killing each other. Anyone who talks about how sterile the freeways are hasn't been felt up on the subway recently.'"

--Steven V. Roberts, N.Y. Times Magazine, April 15

SLIP OF THE MONTH CLUB***

"The important thing now is to offer leaner, faster, more efficient service rather than to continue pouring money into routes that probably should have been dropped years ago."

--El Paso Herald-Post editorial, April 4

(Maybe narrow gauge trains would be skinnier.)

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POTOMAC SPECIAL TO BE DISCONTINUED

Amtrak is writing finis for the sometimes controversial POTOMAC SPECIAL as of May 5. The announcement came on April 5, giving exactly one month's notice. Discontinuance of the 351-mile run from Washington DC to Parkersburg WV was recommended by the DOT in its report on Amtrak released March 15. Since the route is classified as experimental, it can be dropped without ICC approval, and without waiting for the July 1 cutoff date applying to routes in the basic system. Amtrak said the 19-month experiment, begun in Sept., 1971, didn't work, despite a 10% fare reduction and other promotional efforts. The daily average of riders, Amtrak said, was only 3 in Parkersburg and about a dozen at Cumberland.

MAGAZINE SAYS RAIL SERVICE "BORDERS ON EXTINCTION"

In the 50-year period ending in 1971, the federal government has spent $72.4 billion on highways compared to $65 million on rail transportation, or more than $1100 spent on roads for every dollar spent for rails, according to a special "transportation crisis" issue of Passenger Train Journal.

If state and local expenditures are included, highways received $326 billion and rails $200 million between 1921 and 1971. Similar expenditures for air totaled $25 billion and for waterways, $15 billion. "It is only in America that the rail mode borders on extinction with no clear policy for the future," the magazine said. In an editorial, PTJ points out that about $25 billion will go for highways this year. Talk of a balanced transportation system, PTJ says, is "a fraud." It calls for a vast upgrading of Amtrak's intercity services as a means of combatting pollution, conserving energy reserves, reducing the "staggering" highway toll, and slowing the spread of highway concrete thru rural and urban areas.

AMTRAK AIMS FOR 20% REVENUE GAIN IN 1973

Amtrak has a new director of sales, Roger W. Brown, and April 10 he issued a statement that the corporation's goal for this year is an increase of over 20% in revenues beyond 1972's $162 million. Mr. Brown took over his new job last month, and made the announcement that the first new direction Amtrak will take is "A new focus on off-season travel." Brown said, "Our Western trains sell well in the summer and our Florida trains in the winter, but we need to sell more people on traveling those trains at other times." (Meanwhile, in a local development, approximately 200 passengers were turned away from the COAST DAYLIGHT in the San Francisco area Saturday, April 14, the beginning of the week-long Easter holiday. The reason given was that no cars beyond the off-season 3-car consist could be added because of a top-managerial decision to run only cars with exterior Amtrak stripes on that train, and no other such cars were available, altho numerous other serviceable coaches were sitting idle. Baggage cars on the train do not carry the stripes, however.)

AMTRAK ENLARGES ITS FLORIDA "FREE WHEELS" PROGRAM

Amtrak announced in mid-April that effective April 29 the "Free Wheels" program, whereby a free rental car for a week would be supplied to a group buying 3 round-trip adult tickets to Florida from the Northeast or Chicago, will be extended to allow parties buying 2 or 2½ adult fares to obtain large discounts on Florida rental cars. In addition, Winter Haven has been added to the 7 other Florida cities at which cars are obtainable. Size of the car supplied depends upon the number of tickets purchased.

FARE INCREASES ON AMTRAK DUE APRIL 29

Some Western and Midwestern fares will go up 10-12% effective April 29, while other areas will see reductions as much as 19%. A few Eastern short-trip fares will also be increased. The family plan on Amtrak trains will now be good only for trips beginning Mondays thru Thursdays.